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The Hongkong Telegraph.

(ESTABLISHED 1881)

DAVID BAKER
ROBBERIES

69119 五拜禮 號十三月三英港香 FRIDAY, APRIL 30, 1920. 日式十月三 SINGLE COPY: 10 CENTS 436 PER ANNUM

REUTER'S TELEGRAMS.

STRIKE IN NEW ZEALAND.

PRINCE'S TOUR INTERFERED WITH.

Rotorua, April 28.
Communication with the entire north island is suspended owing to a railway strike. The Prince of Wales will probably return to Auckland and resume his journey to Wellington by sea.
The strike has been long in preparation and is in no wise directed against the Prince of Wales. Offers of motor cars are pouring in and the people are determined that the eagerly-anticipated tour shall not be hampered. A few local trains are beginning to resume with volunteer engine crews.

UNION'S SPORTING OFFER.

Later.
The Strikers' Union has offered to carry the whole Royal party back to Auckland. Three hundred bluejackets are returning, but the Royal party will remain here pending negotiations between the Government and the strikers, as the Prince is anxious to carry out the original programme as far as possible. The weather has been tempestuous but is improving, reducing the risk of epidemic among the assemblage of Maoris and others marooned at Rotorua for celebrations on an unprecedented scale which are not likely to be again equalled owing to the gradual drying out of the traditions of Maori ceremonies.

MORE GERMAN TRICKERY.

SECRET TRANSPORT OF WAR MATERIAL.

Berlin, April 28.
The Entente Control Commission has discovered at Stettin 236 guns and sixteen barges fully laden with infantry and artillery ammunition. On the Entente's demand, the barges were seized by the Police.
The *Freihit* reports that the affair was discussed at a meeting of the Cabinet, at which General Seeckt declared that the secret transport of the guns, which were destined for Koenigsberg, was undertaken with the full knowledge and approval of the Ministry of Defence.

The *Freihit* points out that the Peace Treaty only allows Germany 238 guns and adds that the incident is bound to cause deepest distrust on the part of the Entente.

PARLIAMENTARY QUESTIONS.

MISSING BRITISH PRISONERS.

London, April 28.
In the House of Commons, Mr. Churchill, in written replies to questions, stated that at present there were 34,333 effective troops in Ireland beside forty tanks. The British Military Mission in Berlin had reported that only 212 prisoners in Germany were still unaccounted for at the time the Mission's enquiry was closed. No similar body was searching for records of the deaths of British prisoners in Turkey. A list of prisoners unaccounted for had been presented to the Turkish Government. Statements referring to a few men had been received, but these were of small value and it was feared that the Turkish records were so imperfect that there was practically no chance of obtaining further information.

MORE GOVERNMENT BONDS ISSUED.

FIVE PER CENT BONDS AT PAR.

London, April 28.
In the House of Commons, Mr. Chamberlain announced that in order to further provide for the reduction of the floating debt, new Government 5 and 15 year five per cent. bonds would be issued at par from May 3. Additional interest, up to two per cent. might be payable during the five-year period according to the discount rate of Treasury Bills. This was intended to protect bond-holders against capital depreciation when rates for short money were high, and to safeguard the tax-payer from the payment of high interest over a long period and prevent the further capital depreciation of Government securities.

DROP IN SILVER.

EXCEPTIONAL FALL EXPLAINED.

London, April 28.
The exceptional fall in the price of silver by 4 1/2 p. per ounce for cash, was due to the cessation of demand and the India Bazaar and China becoming sellers. Lower prices are regarded as probable in view of the practical cessation of the demand for silver for European coinage owing to the reduction of the silver contents in the token coinage of several countries, and the increased use of paper money; also in view of the stimulation of output owing to high prices and the marked abundance of melted coin from the Continent and as the East is only a prospective buyer.

MORE TROUBLE IN IRELAND.

A POLICE BARRACKS BESIEGED.

London, April 28.
Several hundred men participated in the capture of police barracks at Ballinacorney, County Limerick. The attackers turned out the occupants of surrounding houses, and poured in rifle fire and machine gun fire. The garrison of six men defended themselves.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents)

SHANGHAI STUDENTS.

DESCRIBED AS REVOLUTIONARIES.

Shanghai, April 30.
The Defence Commissioner daily charges the students with being revolutionaries. He also charges the Provincial Assembly with "being in sympathy with the revolutionary ideas of the Shanghai students." The Provincial Assembly has styled the movement "Passive patriotism" because the students have no money and no arms.

The head of the Malacca merchants has issued a statement opposing the merchants' strike and urging the students to adopt more constructive measures during the country's crisis.

THE ITALIAN FLIERS.

SHANGHAI GETTING READY.

Shanghai, April 30.
The International Recreation Club regulations prohibit the Italian fliers landing on Kiangwan Racecourse a day before or after the Race Meeting. Lieut. Ferrarin is now expected on Sunday.

SHANGHAI BOMB EXPLOSION.

TWO FRENCH POLICEMEN HURT.

Shanghai, April 30.
Two French Policemen have been hurt by a bomb explosion during investigations at a Korean dwelling where a previous explosion occurred.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents)

SHANGHAI DISAPPOINTED.

Shanghai, April 29.
The fliers' failure to arrive, despite appeals from Shanghai to make the journey from Foochow if possible, meant the postponement of the welcome celebration and banquet. News from Foochow this morning is that the weather prevented their starting. The Italians here were requesting Ferrarin to attempt the journey. They are now expected on Friday morning.

SHANGHAI VOLUNTEERS.

Shanghai, April 29.
Lt. Col. Wyndham reviewed the Volunteers this afternoon. After the inspection, addressing the Corps he expressed amazement at their efficiency. "Your showing deserves better and more modern equipment," he said. "My efforts will be directed towards procuring it."

COLLISION AT PENANG.

Singapore, April 29.
The Pacific Mail steamer Colusa, when entering the roads from quarantine at Penang, collided with the stern of the Benmore at anchor. The latter had a few plates started, but the extent of the damage is not ascertained. It is not serious. The Colusa left later for Singapore.

TO-DAY'S CHINESE TELEGRAMS.

THE SHANTUNG QUESTION.

Shanghai, April 29.
The Japanese official notification to the Ministry for Foreign Affairs declares that after the approval of four nations and with the documents secured from the German Government, the transfer of German rights in Shantung to Japan is quite complete, that the official note despatched to the Chinese Government on the 19th January for negotiation was only a friendly act and that it regrets that so much misunderstanding has been created. In the event of the present notification not being replied to, the transfer will be considered as being silently affirmed, and necessary measures will be taken by the Imperial Government, which will not be responsible for what happens in the future. An immediate reply is requested.

CUSTOMS SURPLUS.

Shanghai, April 29.
Four million dollars Customs surplus has been handed over to the Peking Government. The surplus for the Southern Provinces is in the custody of the Bank Group.

EARLIER TELEGRAMS.

SAN REMO CONFERENCE.

Paris, April 27.
Interviewed by the French papers' correspondents at San Remo, Mr. Lloyd George said it had been a most successful conference. He hoped in future that instead of firing at each other at long range over difficulties the French and British might meet to discuss them in a friendly spirit. He denied that he had ever discouraged military coercion to enforce the Treaty. This is the beginning of a continuation of good relations between France and Great Britain.
The "Daily Mail" says the Supreme Council decided that French troops shall continue to occupy Frankfurt not only until the German State and Militia troops have evacuated the Rhenish zone but until Germany has completely demilitarized.

THE SKYSCRAPER QUESTION.

VIEWS OF DIRECTOR OF PUBLIC WORKS.

We interviewed the Hon. Mr. Chatham, C.M.G., the Director of Public Works, this morning to ascertain his attitude on the question of the erection of skyscrapers in the Colony.

Mr. Chatham said:—"Of course, it is possible to erect skyscrapers in Hongkong, but personally I do not favour them. I suppose by skyscrapers you mean enormous structures."

"What are your reasons?" enquired the interviewer.
"Principally that you would have to provide special appliances for fire extinction and there would be serious additional risk in case of fire to persons occupying such buildings. The present arrangement as regards the water supply would be quite inadequate to admit of water being raised to the necessary height."

"Couldn't you overcome the problem of the water supply?" "I suppose it could be done, but it would require new fire appliances."

"Would that mean a lot of money?"
"I think there would be a good deal of expense. I am not certain whether skyscrapers in America have their own hydraulic mains working under great pressure. Then I do not think it would be prudent to erect such tall buildings here from the point of view of general health."

"Not to erect even ten-storey buildings in Hongkong?" interrupted the interviewer.
"I would go as far as that, but no further."

"Then you would favour ten storey-buildings in the Colony?"
"It would depend upon the situation. You must have regard to the surrounding properties. Unless a building has an isolated site surrounded by good wide streets you must have regard to neighbouring properties, which, of course, would be overshadowed and not improved."

"Do you think the old Post Office site gives any scope for a new building of ten storeys?"
"I would not be in favour of a ten-storey building on that site."

"Would nine please you?"
"It depends on the height of the storeys. It is not quite correct to talk of just a certain number of storeys."

"If anyone were to apply to you for sanction to put up a building of nine storeys there for offices, would you be reluctant to sanction it?"

"I should want to know what the height of the building would be. I favour a maximum height of 100 feet. The Hongkong Hotel building is 107 feet in height. You see Queen's Road has a width of 60 feet, so that with a building of 100 feet in height you would be exceeding 1 1/2 times the width of the street, which is a liberal allowance."

"I take it that you have a knowledge of the conditions prevailing in America," remarked our representative.
"I have seen some criticisms of skyscrapers recently, on the question of the enormous shadows that they project over the neighbouring properties. Sunlight is one of the greatest sanitary agents that we have."

"Can you suggest any scheme whereby we could have higher buildings in the Colony?"
"It is quite possible to erect higher buildings, but there is the question of the risk to the health of the public."

"It has not had any effect on the health of those places that have skyscrapers in America," retorted the interviewer.
"The climate is not the same as in Hongkong. The climate in America is by no means so trying as it is here, and then you are also dealing with Asiatics here. In America you have not such a large Asiatic population. The Chinese here herd together closely. Even in the business quarter there is a certain amount of domestic occupation. You cannot entirely eliminate the domestic element."

"Would you have any objection to allowing a corporation to put up a nine-storey building if that corporation gave you an undertaking that the building would be occupied by offices alone?"
"To overcome any objection that I have it would be necessary to have a similar guarantee in respect of neighbouring properties."

"What effect would a typhoon have on a nine-storey building?"
"It is quite possible to construct a building with nine storeys that would stand a typhoon. There would possibly be vibration in the upper parts if the building were in an exposed position. The Government has not laid down any definite policy with regard to high buildings. Of course, the controlling factor in the present case is the Public Health and Buildings Ordinance, which gives the Governor-in-Council power to make exceptions."

EARLIER TELEGRAMS.

THE KOREAN TARIFF.

London, April 27.
In the House of Commons, replying to Mr. Hirst, Mr. Harmsworth stated the Government did not propose to take any steps to maintain the continuance of the policy of the open door in Korea after August, when the freedom of British subjects to trade through certain open ports in Korea at a fixed tariff would expire owing to the Japanese Government's action in 1910 abrogating all Korean foreign treaties. He pointed out that the British Government, at the time of the annexation of Korea, accepted the right of Japan to adjust the customs tariff in Korea after ten years from 29th August, 1910.

PRISONERS IN SIBERIA.

Christiania, April 27.
Nansen has decided to undertake the direction of the repatriation of prisoners in Siberia in accordance with the request of the Council of the League of Nations.

FIGHTING THE TRUSTS.

Washington, April 27.
The Government has won the suit under the Anti-Trust law against the Reading Railroad Company, which was shown to be connected with a number of coal companies. The Court ordered the dissolution of the Company.

LIGHT CRUISER FOR CHINA STATION.

London, April 27.
The light cruiser *Charley* was commissioned at Portsmouth.

LIFT-BOYS NOW.

MORE WAGES WANTED.

First the fitters, now the lift-boys. The latest development in local "labour" circles is that the boys in charge of elevators in Hongkong have submitted a petition to their employers demanding an increase of 30 per cent. in wages, basing their plea for more pay on the high cost of living and the allegation that they have received no advance in wages for many years.

We interviewed Mr. M. S. Northcote this morning on the subject, and he told us that on 1st March the Hongkong Land Investment and Agency Co., Ltd., had increased the wages of their lift boys by \$2 a month. Mr. Northcote said:—"They were practically satisfied at the time, but since the recent fitters strike they have thought that they ought to come in on the same footing. They want an increase of 32 per cent. and they think they ought to have it. We may make the increase a little more. I have not heard of any threat that the lift boys will not return to work on Monday. I know that they are dissatisfied. I am going to pay them to-day, and I am going to wait to hear from them as to how they feel. We shall know then what position they are taking up."

Asked as to the number of lifts the Land Investment operates, Mr. Northcote said that there were four in Queen's Building, three in Princess Building, one in Queen's Road, one in Ice House Street, one in Powell's Building, two in Connaught Road, one in York Building, one in St. George's Building, one in Caine Road and one elsewhere. The Company operated 16 lifts, not counting the lifts installed in buildings belonging to the Company but operated by others, as, for instance, the lifts in King Edward Hotel, in Watson's and Messrs. Lane, Crawford's.

The Hongkong Land Investment and Agency Company employs 26 lift boys, and they all get a salary of \$16 a month. There is very little skill required to work these lifts, and all the repairs are done by the Hongkong Electric Company. There are altogether about 50 lifts working in the Colony.

Mr. Northcote, in the course of the explanation of the demands of the lift boys, said:—"We shall do our utmost to safeguard the interests of our tenants in the event of a strike. But I may say that I do not anticipate a strike. It will not be a general strike, at all events. It is only our own fellows who want more money. At least that is what I think, so I do not anticipate any trouble. They may not work, they may ask us to reconsider our position, and we may do so. At the same time, we are not going to be dictated to by our lift boys."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 7 3/4 d.

THE WEATHER.

Forecast:—Fair. Barometer:—29.71. Temperature 2 p.m.:—74. Humidity 2 p.m.:—85.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Baynolds Dennison Co. in "The Acquittal"—9.15 p.m.

TO-MORROW.

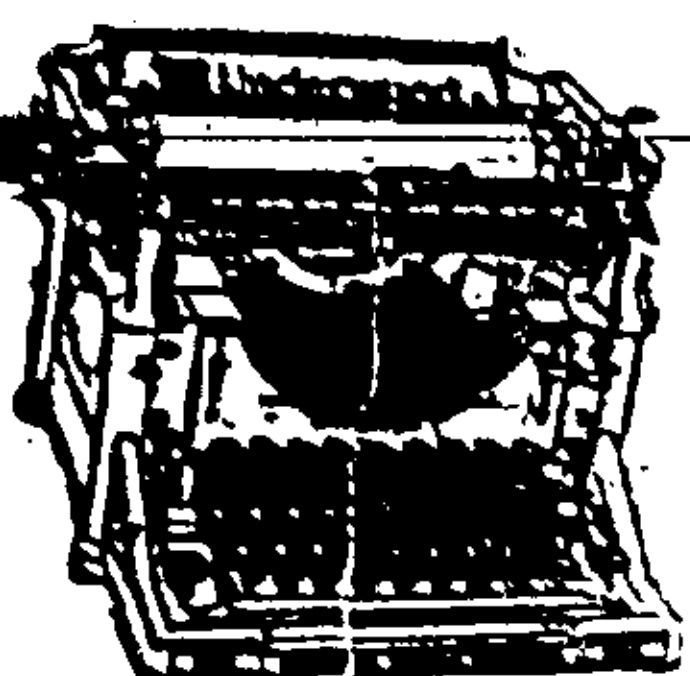
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THERAPION No. 3

THE BOLSHIEV BOGEY IN GERMANY.

EXCUSES FOR MILITARISM AND REACTION.

Berlin, February 17.—(Ger.)

many's next obligation under the Versailles Treaty will be to reduce her army to a gendarmerie of 100,000 officers and men. Of all the paragraphs of the treaty it is the one that is really welcome to English Liberalism, which rightly perceives in it a tremendous first step towards universal disarmament and the abolition of conscription. Apart from the Kaiser and war-criminals paragraphs, it is the one that is most unpalatable here in Germany.

Every effort has been and will be made to avoid the obligation. A propaganda to that end has been very skillfully conducted for many months past—a propaganda in which not merely the argumentum ad misericordiam has been used, but events within Germany itself; for example, the Hamburg affair last summer and the Reichstag a few weeks ago have been given a misleading colour. Good propaganda—which is the international equivalent of demagoguery—always brings its reward. The odds now are that section 1 of part 5 of the treaty will not be insisted upon very rigidly a few weeks hence when its fulfilment becomes due. At all events, of the two vitally interested Powers, France and England, it is believed that France alone will give trouble. England has been persuaded.

Germany's plea has throughout been the Bolshievik danger—that from within and that from without. As a proof of the internal danger there is the fact that save for a few weeks Germany has been under a military dictatorship continuously since the so-called Revolution. As for the outer danger, the militarist element here, with its supporters in the Government and the Foreign Office, has done its utmost to profit by the anti-Bolshievik campaign in England and France. A few months ago I cabled to the "Manchester Guardian" upon the intrigues here to lend the German Baltic troops to the Entente. Authentic documents that have fallen into my hands show the full nature of this sham anti-Bolshievik propaganda.

The first of these documents is a letter from General Ludendorff, written in December. It shows that some sort of offer had been made before that date by the active chief of German militarism and reaction to put himself—and presumably the German army—at the disposal of the Entente in a war against Russia. The letter (with the address omitted) reads as follows:—

Owing to the disgraceful treatment of Germany I am not in a position to give anything to the Entente press.

If we drag the Entente with us in our downfall, which is going to come, then the Entente will have to hold itself responsible. I cannot call the Entente's attention to the danger into which its short-sightedness is leading it. I was as you know, ready to proceed with the Entente because I thought I would meet under standing. The decision was not an easy one for me.

Let the Terror come over Europe sooner or later. Things being as they are, I am not in a position to prevent it.

Let the Terror come over Europe sooner or later. Things being as they are, I am not in a position to prevent it.

Ludendorff's letter clearly shows the interest of the German militarists whose existence and influence it would be folly to deny in anti-Bolshievik propaganda. Other documents illustrate this militarist propaganda. They are from the spies of the military Secret Service, and are the raw material upon which the more tempered official propaganda is based. The first of these runs as follows:—

THE BOLSHIEV MOVEMENT.

(Confidential Report.)

Contrary to report about Russia and the intention of the Soviet Government to conquer the East forthwith by military means—report made in one most recent conversation—the following statement has been made by a representative who came back from Russia a week ago in a conference of the German Communist party held on the 19th January and in which representatives of the eastern border States took part:—

"The troops who, it is said, are to be sent from Central Russia to Asia and Siberia are not going there. It is said, on the contrary, that they are going to the western front, which is now said to be strengthened by about one million men. On this front something wonderful will be experienced in time. Asia provisionally is to be left to an army of agitators."

The representatives of the border States said that only a Russian offensive could be of further value. They harbour the fear that if there is a one-sided advance of the border States, particularly of Latvia and Lithuania, the German troops could advance and overthrow the Bolshiev movement. A general agreement resulted that the victory of Communism in Germany was not to be expected without military support from outside.

"The Russian representative declared that an offensive had already been a persistent object of the Soviet Government. Finally the following plan was developed as a guiding line:—

"The first tactical successes of the western offensive (on the Polish front apparently) are to be waited for. Then the Soviet Republic is to be proclaimed in Lithuania, where the situation is most favourable."

"The Latvian-Lithuanian soldiery, which appears to be fairly reliable, would then only have the task of warding off an attack from East Prussia until more troops from the interior of Russia are brought for the main attack against East Prussia."

"Until then the organisation and the agitation in East Prussia is to be fostered by all available means; above all, the field and forest workers are to be organised and united by rural workers' councils. Some are already in existence. The organisation is to be matured by strikes in the usual manner. Attention should also be given to sabotage."

"The chief task of the rural workers' councils is to begin with a Bolshievik invasion, and it consists in this, that it is to assure the general care (Verpflegung) of the Red troops in East Prussia, so that the continued Red advance is not hindered by rationing and billeting difficulties."

"The number of White troops that could be mustered for the defence of East Prussia was estimated as two hundred thousand men at the most. The number would in no way be sufficient to face the available Red troops who are ostensibly penetrated by idealistic Communist fervour."

"Further details were discussed. Especially the necessary overhauling of military telephone conversations and the tapping of telegraphic messages. A delegate gave the information that a beginning had already been made, and he related several conversations that had been overheard."

"A wireless apparatus is said to have arrived at Tilsit, and it is to be set to work as soon as possible. It was emphasised that the sharpest terror was to be employed in the movement, so that repercussions such as in Hungary might be avoided and the rear safeguarded."

In my opinion these communications of the Russian representative deserve serious consideration, because the Soviet Government no longer has a real opponent in Siberia, and is therefore in a good position to throw substantial forces from there to the western front. They are to a certain extent confirmed by announcements in yesterday's papers according to which the Polish and Rumanian Governments have pointed out to the representatives of the Entente in Paris the dangers that threaten from the Bolshieviks."

To appreciate this precious rubbish at its full value one needs to have lived in Germany for a considerable time. The last paragraph reveals the motive. It is to exploit an international situation, now past, but promising enough at the time. But every second phrase reveals a Junker militarist mentality. Note the reference to "White troops"—the expression is used almost lovingly; still more particularly note that in East Prussia alone these "White troops" are calculated at 200,000 men, twice the strength of the total armed forces allowed to Germany under the treaty! It is hardly necessary to draw attention to the typically Junker reference to the "local" land-workers' councils. Many times in the last months I have described in my cables the Junkers' attempts to crush by poison and terrorism the land labourers' trade unions, and the Junkers' organisation in the towns and villages of the Elbe-wohnen into a kind of feudal

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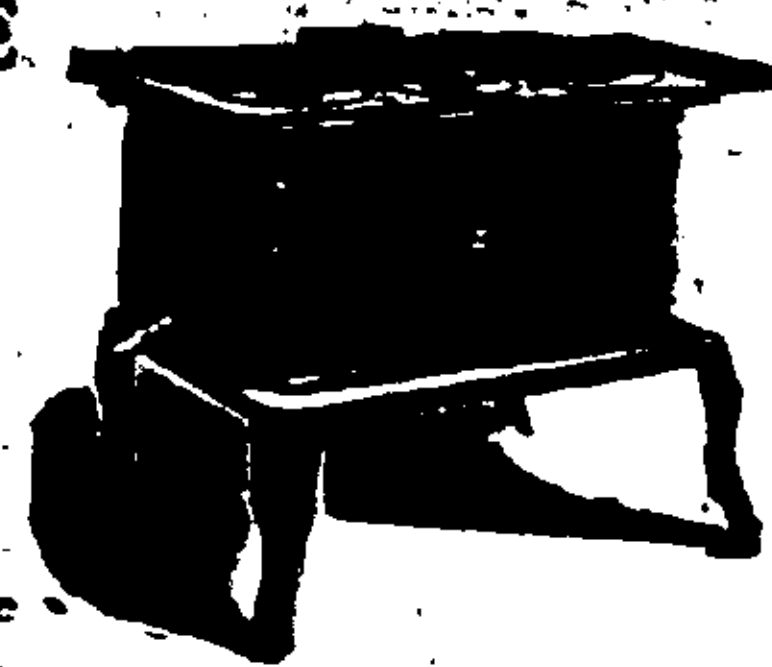
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current against the German Communist party and the German Independent Socialist party has developed by reason of recent events.

If the reader is asked to note the fantastic accusation between the German Independent Socialists and the French military authorities it is because the charge was repeated in the Prussian Parliament here by Herr Heine, a member of the Government and Noske's associate in the military dictatorship. It reveals the source of the official propaganda that is used to justify the suspension of the Constitution in Prussia and the methods of political terrorism that are employed. Herr Heine's rash accusation was riddled with facts on the spot and destroyed. But the propaganda continues, and the object of it all is simply to make an excuse for the maintenance of the militarist regime that has come into existence in Germany and of its instrument—Noske's army.

It is with such propaganda that Allied representatives and journalists here are being perpetually bombarded. The next few weeks will show whether it has had an effect. But let us not misunderstand; it should remain a well-remembered fact that the

has the slightest expectation of a violent upheaval from below, either now or in the future. The danger, as the banding-over crisis showed, is rather from the opposite social quarter, which finds expression in these propaganda reports. Secondly, that the Independent Socialist party and the Communists have long ago repudiated explicitly any thought of catastrophic tactics which in any case would be sheer nonsense with an unarmed working class. Thirdly, that the strike movement among the workers has almost died away. The German workman may not work as hard as he used to do, for he is underfed and weak. Politically he has a right to be regarded as the tamest species of his class in Europe. If ever the German worker becomes restive again it will be from hunger, not from any proletarian fanaticism, of which he seems incapable. Bolshevism from within is no excuse for failure to fulfil the Peace Treaty. Bolshevism from without is a danger, the reality or unreality of which can be far better judged in England than here, where to learn anything about Bolshevism one has to read the papers. The danger is not from below, but from within.

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THE SOVIET.

ITS CODE OF LABOUR LAWS.

The first codified law of Soviet Russia, related to marriage, divorce, &c. The second sphere to which the jurists of the Republic next directed their attention was that of labour, and below is summarised the text of the "Russian Code of Labour Laws":—

The Code begins by defining that its regulations "concern all persons who are receiving remuneration for their work, and are compulsory for all enterprises, institutions, and establishments (whether Soviet, public, private, or domestic), as well as for all private individuals exploiting labour against remuneration." The labour conditions of rural workers are regulated by another Code of Rural Laws, and those of independent artisans by special rules of the People's Commissariat of Labour.

The first section of this Code characteristically begins with the proclamation that "all citizens of the R.S.F.S.R., with the exceptions stated in articles 2 and 3, are subject to compulsory labour." All persons above fifty and under sixteen years of age, and such as are incapable of working on account of illness or physical defects, are exempted—the last two categories are not only exempted but actually prohibited from carrying on work. Persons temporarily incapacitated, and women (for periods of eight weeks before and after confinement) are temporarily exempted. Students are considered to be doing compulsory labour at school.

The second section proclaims the corollary principle that "all citizens able to work have the right to apply their labour in accordance with their speciality, and for remuneration determined for such a class of work." To obtain employment a workman has to register with the Departments of Labour Distribution, whither intending employers must go to secure the labour they require. If there are no applicants available fitted for the particular kind of work, the exchange, acting in agreement with a corresponding professional union, may send such applicants as best approach the needs of the employer. But such an arrangement is considered temporary, and the employee remains on the register of the exchange to be supplied with the first vacancy to which he can make a claim.

If the engagement is to be permanent, it is to be preceded by a trial period of from one week to a month, according to the nature of the work. If the applicant is refused, he may lodge a complaint with his professional organisation, which will endeavour to settle the matter with the employer concerned, or, if agreement cannot be obtained, pass it on to the Department of Labour for a final decision. Should the decision go against the employer, the latter is bound to reinstate the worker and pay him his full wages as from the first day of the trial period. The law lays down the reasons for which a worker may be discharged and gives him the right of appeal if the discharge is due to personal grounds. On the other hand, if a worker leaves work against the decision of the Works Council he loses for one week the right of registering with an exchange.

PAYMENT AND CONDITIONS OF LABOUR.

All wage-earners are to be classified by special and central Commissions of the corresponding unions, into groups and categories for each particular trade. The classification of an individual worker into one of these groups entitles him to the standard remuneration connected with it under the special tariffs. In the determination of the rates of pay, in addition to the minimum requirements of life, such factors as are considered as the nature of the work to be performed, the degree of danger it involves, the complexity and degree of finish it requires, as well as any necessary qualifications in education, experience, responsibility, and independent action. The rate for piece work is obtained by dividing the standard day-rate by the number of pieces constituting the standard of production. Overtime pay may not exceed one and a half times the normal remuneration.

Very important, of course, is the provision that "besides remuneration for overtime, in the same or in another branch of labour, no additional remuneration is permissible (in excess of

the standard determined for a given group or category) whatever the reason or form under which it is offered, and whether paid in one and the same or in different places of employment of labour." But neither are reductions under whatever form or pretext allowed. Payment of wages must be made on the spot and during working hours.

The normal working hours are declared to be eight for day work, seven for night work, and six for persons under eighteen years of age and for industries which are in any way harmful or dangerous to health. All workers must be allowed time for meals and for resting, while nursing women must have every three hours additional intervals of not less than half an hour at a time. Very interesting are the regulations laid down concerning overtime work. It may be said, in general, to be allowed only in cases of emergency. It must in no case exceed four hours in the course of two days, or be carried on in more than fifty days a year in any particular establishment. Women in general and boys under eighteen years of age must not be employed on overtime work.

All wage-earners must be allowed an uninterrupted weekly rest of not less than 42 hours. Those who have worked without interruption for not less than six months are entitled to a fortnight's holiday, and those who have worked for a whole year without interruption to one month's leave with pay. But "execution of remunerative work during leave of absence is not permitted."

While reserving labour such benefits the law is very definite about its duties. "Every wage-earner is obliged, during a normal working day and under normal conditions, to execute a standard amount of work as determined for the category or group to which the wage-earner belongs." Normal conditions refer to the quality of the tools, of the raw material, of its timely distribution and of the general hygienic conditions of the building in which the work is performed. These standards are worked out by Commissions set up by the various unions, and are subject to confirmation by the Department of Labour and the Soviet of National Economy. Workers who remain regularly below the standard may be transferred to a lower group or category; if their failure is due to wilful neglect they may be discharged without the required notice. In both cases they enjoy a right of appeal.

PROTECTION AND ASSISTANCE OF WORKERS.

The protection of the life, health, and work of persons engaged in any economic activity is entrusted to labour, technical, and health inspectors. They are selected by the councils of the various unions, but depend on the People's Commissariat of Labour. Not only have they the duty to inspect and the right to report, but in cases where the existing conditions constitute a danger to the life and health of the workers they may themselves decree immediate measures of remedy, it remaining with the Department of Labour subsequently to maintain or cancel these decisions. The sanitary inspectors fall under the jurisdiction of the Department of Health.

The law contains various appendices, the first of which lays down regulations under which an employer or employee may secure a decision of incapacity. In case of illness the workman is entitled to financial and medical assistance. Every citizen of the R.S.F.S.R., subject to compulsory labour and registered with the local Department of Labour Distribution, without work of his speciality and the remuneration to which he is entitled under the corresponding tariffs, is considered as unemployed, and such persons are entitled to unemployment pay equal to the normal rate of pay of their group or category, while those who are temporarily engaged in a lower category are entitled to the difference of pay. Unemployment pay must not begin before the actual cessation of work or more than three days later. The executive of the local unemployment fund may refuse application for benefit under the fund, but in that case it must notify the applicant within three days, and the latter is entitled to appeal.

The last appendix describes the nature of the booklet which all citizens of the Republic who are able to work receive without payment, and in which their whole industrial history (category, remuneration, standard of work, unemployment, &c.) is registered day by day.

UNVEILING OF CAVELL MEMORIAL.

CROWD MOVED TO TEARS.

Queen Alexandra, before a crowd numbering many thousands, unveiled the fine grey marble statue of Nurse Edith Cavell at St. Martin's-place, Westminster, recently.

The Union Jack and the Belgian colours floated from the two flag-staffs flanking the covered figure of the heroine, the central object of the massed amphitheatre of watchers. Round the base stood a great crowd of uniformed nurses from all the London hospitals, and behind them formed up the Coldstream's guard of honour.

A wave of cheering from the crowds, greeted Queen Alexandra and Princess Victoria, and as their suite came to the temporarily-erected dais, a Royal Salute was accorded them.

Lord Burnham, chairman of the memorial committee, received the Queen, and in a brief statement remarked that the statue, which was designed by Sir George Frampton, was 40ft. high, and weighed 175 tons.

In letters of gold at the front were inscribed "Edith Cavell," and beneath them "Brussels, Dawn—October 12, 1915." A British lion trampling on a serpent, the symbol of Envy and Treachery, was wrought upon the rear panel beneath the words "Faithful unto Death," while four panels were worded: "Humility, Sacrifice, Devotion, Fortitude."

Replying to the address handed her, Queen Alexandra said:—The countless thousands who will pass this spot in our time and in future generations will think with sorrow of her cruel death, with pride of her splendid fortitude, and with affection of her unselfish and womanly character. The example of Miss Edith Cavell's life will be always before us, and her name will remain honoured and revered throughout the Empire. I am particularly glad to welcome the Belgian delegation to-day, and to join with the Queen of the Belgians in presenting our national flags upon this occasion. The blending of them together is symbolic of the friendship and alliance which exist—and, please God, will always exist—between our countries.

Particularly impressive was the scene following the actual unveiling. As the calm features, steadfast with high resolve, were revealed to the great crowd which stood silent with emotion, the soft music of the bands, playing the hymn "Abide with Me," stole down the human aisle which led towards the open square, and it was noted that many were moved to tears, men as well as women.

SIR ERIC GEDDES'S STAFF.

AVERAGE OF OVER £2000 A YEAR.

The supplementary vote for salaries and expenses of the Ministry of Transport passed by the House of Commons recently includes the following:—

Transport Minister (Sir E. Geddes)	£5000
Chairman of the Rates Advisory Committee	5000
Secretary and Solicitor	3750
Assistant Secretary and Solicitor	1500
Parliamentary Secretary	1500
Director-General of Civil Engineering	3000
Deputy-Director of Civil Engineering	2500
Three Chief Engineers (each)	2000
Director-General of Traffic	3000
Three Directors (each)	1200
Director-General of Mechanical Engineering	2500
Two Directors (each)	1200
Consulting Mechanical Engineer	2500
Director-General of Finance	2500
Secretary	1200
Director-General of Roads	2300
Chief Engineer	1500
Assistant Secretary	1200
Director-General of Transport, Ireland	2100
Two Subordinate Directors (each)	1200
Director-General of Public Safety	2000
Secretary	1200
Director-General of Development	2070
Secretary	1200
Commissioner of Light Railway	1000

Twenty-eight officials receive an average of over £2,000 a year.

NOTICES

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DESK SETS
CIGAR & CIGARETTE BOXES
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ETC., ETC.



Dining room of Mrs. Harrow Palmer
From a photograph by permission

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Community Plate will be of particular
appeal to our customers whose metropolitan
tastes keep them in touch with the world of
art and fashion.

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THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 7th May, 1920, to—
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This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

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Telephone No. 1574.

Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

THE U. S. S. R.

S. S. "WEST HARTS"
S. S. "WEST CADRON"

The cargo on the above steamers having arrived from San Francisco and ports by the S. S. "West Cadron" on April 25th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in Godowns until Friday April 30th, 1920, when they will be examined by Messrs Carmichael & Clarke at 2.30 p.m. April, 1920.

Claims will not be accepted unless cargo is examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after May 2nd, 1920, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 24th April, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SOURABAYA, via
SAMARANG, SINGAPORE
and SAIGON

THE Steamship

S. S. "CADARETTA"

having arrived from the above mentioned ports, consignees of cargo are hereby notified that they must take immediate delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. and stored at consignees' risk.

Consignees must produce an Import Permit before bill of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on April 30, 1920, at 2.30 p.m. by Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they can not be recognized.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 2nd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Operators, U.S. Shipping Board

Hongkong, 25th April, 1920.

CONSIGNEES.

THE BANK LINE LTD.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN
LINE.

From NEW YORK.

The Steamship
"KAZEMBE"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holsa Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after the May 5th, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before May 13th 1920, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays & Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 29th April, 1920.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA

The Motorship

"ASIA"

having arrived from the above ports on the 29th April 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th May, 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 5th May, 1920 at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

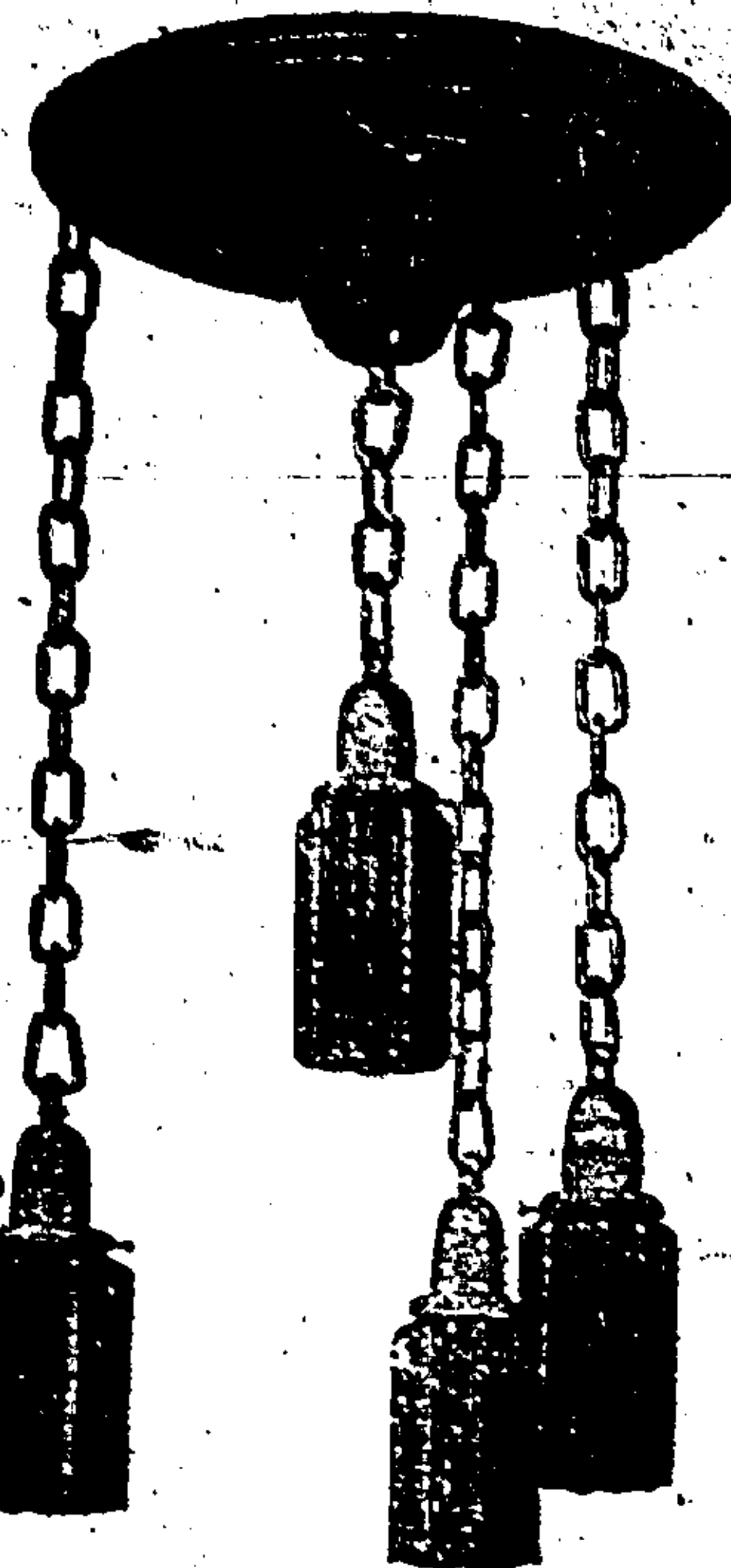
MESSRS. THORESEN & CO.

Agents.

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CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"AFRICA"

From TRIESTE, COLOMBO,
PENANG & SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 28th April, 1920.

SPIRITUALISM NOT ALL FRAUD.

FREE CHURCHES' VIEW.

Spiritualism was among the subjects dealt with at the Free Churches Assembly at Leicester recently.

The Rev. Frederick C. Spurr said that the mass of spiritualists had a formulated creed which was personally antagonistic to the Christian faith.

The name of the Christ was unwelcome at the seance. Sir A. Conan Doyle, the apostle of modern spiritualism, frankly told them that spiritualism was religion, that Christianity must change, and that the Bible must go.

Both ridicule and credulity were to be deplored. The spiritualist claim was seriously made, and must be critically examined. The story of professional mediums was sordid and pitiful, and Professor Hyslop declared that 99 per cent of the mediums were dishonest.

But when all allowance had been made for roguery, it must be frankly admitted that there was a residuum of phenomenal happenings, which compelled us to postulate the existence of a mysterious psychical force, the nature of which was unknown.

Speaking as one who knew something of the magician's art, said Mr. Spurr, he was certain that some of the phenomena he had witnessed were not due to trickery.

Let them freely admit the reality of the genuine phenomena. The question was how it was to be explained. He submitted that there was no evidence whatever that the sitters were in communication with the departed. There was no overwhelming proof that the spirits of our friends or the controls sent the messages which the medium attributed to them, nor could we implicitly trust the alleged revelations of life on the other side.

Mr. Spurr criticised some of the phenomena as fooleries. Even if some phenomena were due to the action of discarnate spirits they were destitute of all moral value in our life because of their vagueness. In any case, the data

they supplied were ridiculously inadequate to provide material for a religion.

Principal Selbie, of Oxford, in an address on the materialism of the age, said that people to-day were in a strange nervous state of mind. The desire was to get more money and leisure. But what was the use of leisure if they did not know how to use it?

He was inclined to believe that the generation to which he belonged was hopeless. Their chance was amongst the rising generation, and the real focus and centre of their work is the Sunday school.

One reason why we are a pagan nation was because we had submitted to religion being ruled out of the education of the country.

"Great direct and indirect harm" done by the advocacy of spiritualism was alluded to by Mr. Stuart Cumberland at the Apollo Theatre.

Those who assisted him included Sir Bryan Donkin, Canon Adderley, Mr. Leonard Huxley, Dr. Haydn Brown, and Supt. Thomas of the Criminal Investigation Department.

Mr. Cumberland's most interesting "manifestation" was that which dealt with telepathy. Canon Adderley thought of a word, and "controlled" Mr. Cumberland by touching him while he was blindfolded. The result was that he wrote the word of which the canon thought on a blackboard.

In another instance, Mr. Whitelaw, an artist, "controlled" the medium, and Mr. Cumberland drew the object of which the artist had thought—a jug.

Mr. Cumberland ridiculed "spirit nonsense," and asked the churches to combat "the pernicious craze."

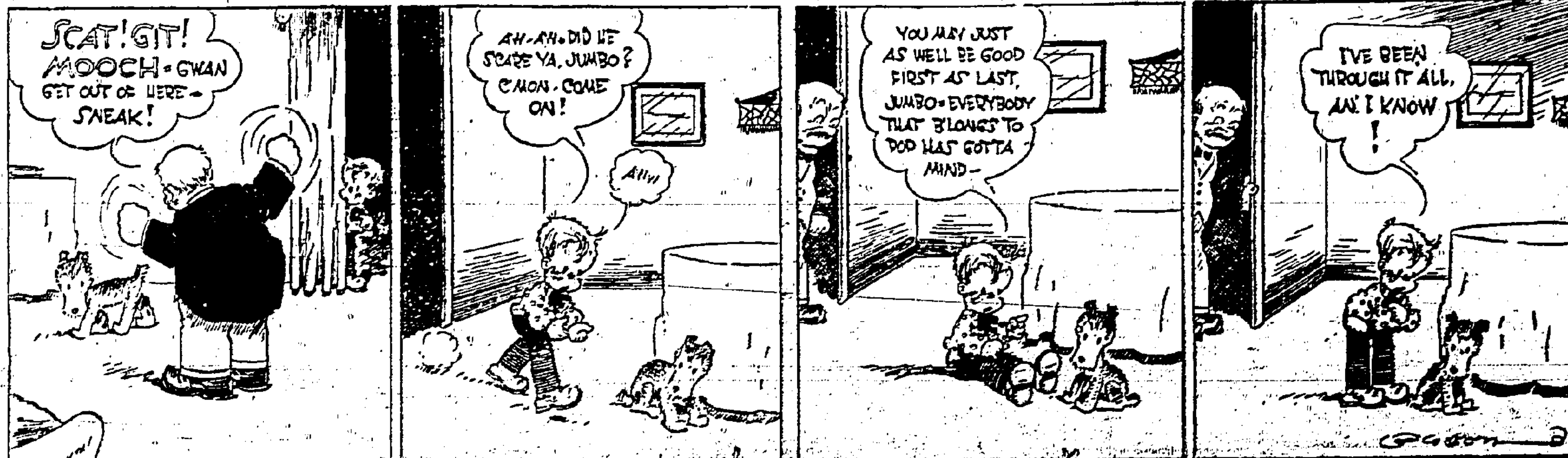
SWEDISH PRINCESSES AND MARRIAGE.

By a Bill introduced into the Swedish Parliament it is proposed to amend the old law which forbade Swedish Princesses to marry a Swedish subject outside the Royal House. The new measure simply stipulates that Princesses shall not be allowed to marry without the King's knowledge and consent.

FRECKLES AND HIS FRIENDS

Freckles Has Already Learned.

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very Old liqueur

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is a blend of the finest Whiskies
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BIRTH.

OTTEN.—On April 27th, at Tibbatoe, No. 38, The Peak, to Mrs. G. Otten, a daughter.

DEATH.

CARVALHO.—At Marau, on April 25th, Robert A. de Carvalho. Deeply regretted. London, Lisbon, American, and Shanghai papers please copy.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 30, 1920.

"DEVOLUTION ALL ROUND."

Time was when the great cry among certain Home political parties was "Devolution all round" and it would seem from the schemes drafted by the Speaker's Conference that the day is not so very distant when such a thing will come to pass, at least so far as the United Kingdom is concerned. It would appear from the telegraphic details to hand that the two schemes put forward differ little from each other. Mr. Lowther has suggested what will probably be the majority report in which is recommended the devolution of certain Parliamentary powers to subordinate legislatures representing England, Scotland and Wales, membership of which would be held by Members of Parliament now returned to Westminster. The name suggested for these new bodies is that of Grand Councils. It is a little difficult to ascertain from the brief wire received what the precise provision would be for an Imperial Parliament, but if we read the message aright it would seem that two Chambers, the Council of Commons and Council of Peers, would sit in London to deal with those larger matters over which the smaller and subordinate assemblies would have no voice. The report drafted by Mr. Murray Macdonald contains recommendation on very similar lines.

There is no need here to go into the detailed merits or demerits of the schemes so far as we know it, but the question of devolution as a whole is so bound up with modern political ideas that it has a very particular interest for Hongkong. Regarding the present move at Home it has been felt for many years past that a political machinery that imposed such a waste of time on the legislature because of the many small and purely local matters that had to be dealt with was indeed obsolete to the needs of the age. The great mass of detailed administration that had to pass through St. Stephen's was and still is a constant tax on its time and resources. The huge number of private Bills for County or Borough purposes, and for business matters and the many formalities connected with the involved scheme of local government have proved far more irksome than the larger business of State. Why not set up smaller Assemblies for the three countries concerned and delegate to them the powers required for the handling of such matters? This has been the question asked and to which an answer is now being attempted. Give to Wales the power of disposing of her own local matters, and give the same too to Scotland and England. Ireland comes into the picture as well, but the present attempt to settle the Home Rule question has rightly kept her out of the schemes presented. The principle has been very broadly applied in the case of all the great Colonies. We gave to South Africa self-government, and Canada and Australia has had it for years. They are only subject to the Imperial Parliament in very small degree—just sufficient to preserve the fact that there is one great British Empire. Lancashire was recently asking for similar powers and so was London. It is all part of a great idea of decentralisation, whereby local peoples can give expression to their own particular local needs without recourse to a body that is out of touch and sympathy with them and to which such matters are a burden.

Certain it is that included in such an idea must be counted the Crown Colonies and those other possessions that have not local Government. Readers are all well aware how every little Ordinance passed by the Government here must be sent Home for approval, how such matters as adequate pay for the civil service staffs, and a great many other things, are subject to the ruling of people who have no moral right to decide such matters. No-one for a moment would suggest that we should ever part company with our Imperial status, until that very ideal time comes when the island may go back to an enlightened, progressive and modern China, but it does seem as though the time is ripe for the devolution of certain local powers to the local authority alone. We are all fond of talking of better representation but hand in hand with that should go a demand for a little more freedom from the powers that sit in the Colonial Office at Home. True it is that instances in which local recommendations have been turned down by the Home people are few and far between, but there is a principle at stake as well as a very real consideration in the matter of wasted time. "Devolution all round" is a good cry so far as it goes, but the application of the principle should be made as complete as possible if it is once conceded that it is a good principle. What is good for Wales, Scotland or England is good enough for Hongkong, surely. And Hongkong is in company with many another place where people have very similar ideas.

NOTES & COMMENTS.

GIRL "SLAVERY."

Colonel John Ward is still pegging away in the House of Commons on the "child slavery" question so far as it concerns Hongkong. In his latest effort to get something done in the matter, Colonel Amery has told him that the law of Hongkong does not recognise the servile status of the girls affected. To that we would remark that whilst the law may not recognise it the servility of these girls is beyond question. But the most important point in Colonel Amery's statement is that the Secretary of State is communicating with the Governor of this Colony who is to be asked to consider the possibility of requiring adopted children to be registered and, after adoption, to be subject to visitation. That is an idea which we have cordially supported, and we think its acceptance would result in the disappearance of the abuses of the system which at present bring it unpleasantly near actual slavery. The point, however, is whether the Governor is to be given a free hand to decide this matter. If so, we are afraid that there will be no change in present conditions, for it has just been announced that in replying to representations made by the local branch of the C.E.M.S. the Hongkong Government states that it is unable to adopt the Society's proposal for registering all cases of girl adoption. That would appear to settle the matter so far as our Government is concerned, unless the views expressed by the Secretary of State are so strong as to cause His Excellency to review his previous decision.

TENNIS SCORING.

A reader raised a somewhat interesting point to tennis players yesterday when he urged the necessity of a revision of the method of scoring. It is true, as he says, that a player may lose a match on sets although scoring more games than his opponent, and it is equally the case that he may register more actual points and yet lose a set. So, as our correspondent says, the ideal way would be some method by which points alone count. But that would be an extremely awkward business, and general sympathy would be felt for the umpire who had to jot down every stroke and, after each one, shout out the score. Just imagine it: "147 to 95"; "148 to 97" and so on! After all, despite its imperfections, there is something to be said for the decision on a "set" basis, which often leads to the employment of tactics by players. Many a player, feeling that he has the match fairly well in hand, will ease off in a particular set for the specific purpose of saving himself for a strong final effort. That's where experience comes in. All the same, we cannot see that there is any reasonable objection to be offered to the suggestion of playing a fixed number of sets, but deciding the issue on total games scored. That would invest the game with greater keenness, and make every player do his best with each stroke. It is carried out in the League games, and its general adoption would at any rate remove one anomaly from the game.

AIRSHIP TOWERS.

When Sir Arthur Browne, the Atlantic flier, was in Hongkong, he said that this Colony's interest in aviation would most likely be confined, in the main, to hydroplanes, owing to the difficulty of suitable landing. However, he mentioned the possibility of airship towers being erected here to make the mooring of dirigibles simpler. Vickers, we see, are building such towers in England. These towers are 150 feet high and are built of steel. Each one is equipped with pipe lines to convey inflating gas, gasoline and oil and water from tanks below to the ships. An airship intending to moor at the towers will send a wireless message ahead announcing its coming. A cable slung from the tower head to the ground will then be manned and a second cable dropped by the airship and weighted with sandbags attached. Then a winch can draw the airship down and it can be moored to a swivel turret on the top of the tower. This swivel will permit the big ship to turn with the wind. The towers are to be equipped with elevators for the conveyance of passengers. Flexible gangways will connect the dirigible with an ante-room in the tower. The advantages of the new towers include the elimination of wind hazard to airships moored on the earth.

DAY BY DAY.

YOU DO NOT EDUCATE A MAN BY TELLING HIM WHAT HE KNEW NOT, BUT BY MAKING HIM WHAT HE WAS NOT.—Raskin.

One non-fatal case of cerebro-spinal fever was notified yesterday, the sufferer being a Chinese.

A Chinese was sentenced at the Police Court to-day to a fine of \$1,000, or three months' hard labour, for being in possession of 29 taels of opium. He was arrested on the Praya yesterday.

His numerous friends will hear with regret that Mr. D. K. Moss is lying in the Peak Hospital ill with typhoid. Mr. Moss was admitted into the hospital on the 19th instant. We hope for his speedy recovery.

Members of the Hongkong Jockey Club are reminded of the half-yearly general meeting called for to-morrow (Saturday), the 1st May, at noon, at the offices of the Jockey Club.

With twenty-one previous convictions on his record, a Chinese house-breaker was to-day committed for trial at the Supreme Court by Mr. R. O. Hutchison. It is alleged that he broke into a house at Wanchai, and severely bit the two constables who arrested him.

An armed robbery has been reported from the New Territories. Near Kat Loong, a gang of three robbers entered a matchbox occupied by a monk and a farmer. They bound and gagged the inmates, and stole from a box a quantity of clothing valued at \$102. The escape was effected undisturbed.

A boxing class meets twice a week at Queen's College, a room in which has been specially arranged for this and where a punching ball has been installed. Thirty boys are receiving instruction in the manly art from that well known exponent, "Kid" Marriott, and one or two who have had some previous tuition are already marked down as coming pugilists.

There will be several pictures of interest to the general public in to-morrow's Pictorial Supplement. These will include two photographs taken at the annual Police Inspection: a picture of the German field kitchen salved by the 113th Chinese Labour Corps and presented to the Shanghai Volunteers; a photograph of returning C. L. C. men aboard the Teucer; two Hongkong Basketball League groups (including the American champion team); and a picture of the Hongkong Interport Rowing Four which did so well in the Canton Regatta.

Inspector Watt, at the Police Court to-day, charged a Chinese with the embezzlement of \$1,000. The defendant, who was employed by a Chinese firm at Swatow, with its head office in this Colony, was entrusted with this sum as well as several other parcels to be delivered in Hongkong. He delivered the parcels, but in respect of the money, which was to have been handed to the Manager of the Hongkong Office, he said he had lost it on the voyage from Swatow. The Manager had his suspicions, and communicated with the Police. On the person of the prisoner when he was arrested were found several articles which it is alleged, provided sufficient evidence for a conviction of the man, on the charge of embezzlement. The case was remanded.

THE GAOL-BREAKERS.

ONE MORE CAPTURED.

One of the remaining two convicts still alive since their escape from the local Gaol, was caught by the Police in Hongkong last night. His name is Li Ho Sing, and this morning he was formally remanded by the Magistrate (Mr. N. L. Smith) on charges of murder of the two warders, in order to effect his own and the other convicts' escape from the prison.

The fourth man is still in hiding, and in view of the fate that have visited his fellows, it is possible that he will be brought to book sooner or later.

HOMeward BOUND.

OUR CZECHO-SLOVAK VISITORS.

SPORTS FOR TO-MORROW.

The streets of Hongkong have been more than usually cosmopolitan in character these last few days due to the presence of numerous companies of soldiers dressed in the picturesque khaki green uniform of the Czecho-Slovak Army.

Their presence here is invested with more than usual interest in view of recent events in Siberia.

In the midst of a crisis which may end in complete Bolshevik domination over the whole of Siberia, a little international side-play is being enacted in troublesome Vladivostok in which Japanese troops, though isolated by the gradual withdrawal of other forces from that region, are demonstrating their superiority in power and authority over the so-called Provisional Government.

The decision to withdraw the Czecho-Slovak troops was formed last year, when negotiations were entered into with the American Government for the charter of transports to take away the troops. Two of the largest vessels of the former Hamburg-America Line, the Amerika and President Grant, were taken over for the purpose. The former vessel, which is proudly spoken of by her Commander, Captain Rind, as the largest that has ever crossed the Pacific, left New York on the 30th January, and entering the Pacific Ocean by way of Panama, she had been to Manila, Nagasaki, and Tsingtau, before arriving at her destination, Vladivostok, and the embarkation of the first batch of Czecho-Slovak troops, comprising some 6,500 men and their three hundred odd officers, having been completed, she left that port on the 23rd instant.

The trip from the Northern port to Hongkong passed off without any mishap, the accommodation and service of the palatial liner being such as to promote contentment among her passengers; and there is not the slightest hint of dissatisfaction on their part at the treatment they have been accorded. It costs, Captain Rind told a representative of the Telegraph, yesterday, no less than \$12,000 per day, according to a calculation he had made, for the upkeep of this big company. The troops will be allowed, as in Hongkong, a few days ashore for exercise at each of the ports the Amerika called on the remainder of the voyage to Europe. A fair estimate places the cost of this trip to the debit of the Prague Government at half-a-million dollars, U.S. currency, exclusive of the charter money.

Advantage is being taken by the men, during the few days that the ship will stay here, to see the sights of this last station of the extreme East before going back for demobilization or perhaps to serve in the newly organized Army of the Young Republic.

The force is under the command of General Kroustl, whilst Captain Battle, of the U.S. Army, is also on the Amerika in his capacity of Transport Officer. A fine ship is worthy of an equally good officer, and Captain Rind is in a position to lay claim to that honour. He has performed many years' valuable service for his Government, and is, moreover, a Commander in the U.S. Naval Reserve. He has been in command of the U.S. Transport Amerika since 1919 and was engaged in the repatriation of American troops from France.

As the Amerika will stay here for a few days, the sight of two leviathan transports in the Harbour at the same time is possible of attainment. The President Grant arrives here on the 3rd May, and though she is of slightly smaller dimensions than the Amerika, she has been capable of providing good accommodation for the 5,000 Czecho-Slovak troops that are aboard her.

On arrival at Trieste, which is the Amerika's destination, the troops will be disembarked, and it is possible, her Commander states, that she will make one more trip to the Far East to take back the remainder of the troops, of whom there are still 17,000 left behind at Vladivostok.

The views of Captain Rind on the Vladivostok crisis, which he expressed to a representative of the Telegraph, who came upon him yesterday afternoon at the Public Gardens, studying the botanical attractions of that locality in company with General Kroustl and his staff, were

TROUBLE WITH A CREW.

REFUSAL TO OBEY ORDERS.

G. Bunyan, messman, R. Johnson, fireman, and A. Hasewood, J. Howe, A. Quimby, R. Butte, I. Grant, I. Muldron and P. Moody, sailors on board the s.s. Kasembe, were charged this morning before Captain Basil Taylor, R. N. Marine Magistrate, at the instance of Captain E. E. Bulkeley, with unlawfully combining together to impede the navigation of the ship while she was in the port of Manila on the 28th instant.

Captain Bulkeley said that whilst at sea the boatswain came and complained that the defendant would not work. The complainant called them and read them the extracts from the Merchant Shipping Act in the official log book. They went away after a little talk and went on with their work. The following day they said they would not sail in the ship unless the Captain got rid of the boatswain, alleging that he had sworn at them and threatened them. The Captain told them that their conduct was absurd and that they must try to work together. They also said that the boatswain had threatened them in front of witnesses which was not the case.

The boat arrived at Manila on the 18th and on the 19th they went to see the Consul, with the Captain's permission. The witness saw the Consul shortly afterwards and he said he considered the matter so childish that he did not want to be bothered with it, but was ready to assist. Then some of them went to see the Collector of Customs, who sent the witness a letter which witness read and handed back to the men, as it had no bearing on the case. It claimed that two of the men were American citizens and the Captain must protect them. The complainant went to see the Collector of Customs, who said he could not interfere in the affairs of a British ship. On the 27th, the morning of sailing, when ordered to turn to at 8 a.m., they refused to do so. The complainant was told by the men that they had warned witness that they would not sail in the ship with the boatswain. The complainant warned them that if they persisted there would be a very serious charge against them. He went to the Consul, and the Vice-Consul came on board and spoke to the men and told them that he had given complainant instructions to bring the matter before the Hongkong authorities and to suspend the boatswain during the passage to Hongkong. Finally the men turned to.

The men pleaded not guilty. The boatswain said that he ordered all defendants to turn to on the morning of 27th. They refused. They gave no explanation but simply refused. Captain Taylor discharged the second and seventh defendants, while the others were given a week's hard labour or until the ship sails, gaol charges to be paid from the wages due.

of a decidedly reassuring nature. The Captain stated that when he left Vladivostok the relations between the Japanese troops and those of the Czecho-Slovak Army still left in Siberia were of such an amicable nature as to make the possibility of fresh trouble out of the question.

SPORTS TO-MORROW.

The big part which these Czech troops have taken in the war and during the period of internal strife in Siberia is well known. Their stay here will bring them into personal contact with the inhabitants of the Colony (Filipino) in the field of sport. We are asked to give prominence to the events occurring in Siberia which have resulted in their departure from the country. Many of these men had lived in Russia and had fought on the Allied side from the beginning. Others left the Austrians at the first opportunity and, in spite of the risk of being executed for desertion were they recaptured, they fought where their hearts were.

When the Bolsheviks gained the mastery in Siberia through several successful engagements, they agreed not to molest the Czechs if they surrendered their arms and remained neutral. Trusting to the word of the Bolsheviks, they did so, but found they were in danger of extermination by the treacherous Red Guards. With their bare fists they fought the enemy and turned the tide of the engagement with arms captured from the Bolsheviks themselves.

These are the men who are now staying with us for a few days troops ashore, as well as back to the ship, are being supplied free of cost by the Standard Oil with the local troops and residents through the medium of the sports. As opponents in the football field these Czecho-

TO-DAY'S MISCELLANY.

A novel use has been found for some of the Army horses still in France. Miniature laboratories have been installed, and a series of tours are being organised for analytically testing the water in the wells throughout the old battle area. Wells were always targets for shell-fire, and being so obvious usually were, time permitting, usually rendered useless before either side retreated from a sector. In parts of the Somme country water was so scarce that miles of pipes had to be laid before troops in forward trenches could be supplied.

If Jerusalem now possesses only one English picture palace, writes a correspondent, it is worse off than during the war, as far as amusements are concerned. For then for a time it had two concert parties showing nightly, and taking advantage of good balls to stage some elaborate effects. Many Londoners must remember with gratitude the "Theatre Royal" just outside the Jaffa gate, where at Christmas 1917 "Cinderella" was produced by The Roosters with an "all-star cast" of six, and a wealth of topical allusion that even Drury Lane could not have beaten.

The Commission which is enquiring into the necessity of retaining so many churches in the City of London is hoping to have its report ready for the Bishop of London soon. In what seems to be an inspired forecast, it is stated that the Commission will not suggest the sale of more than three, or possibly four, of these churches. But a Commission of this sort needs very careful watching. The group of 50 or so churches in the City forms probably the most remarkable collection of interesting—and in many cases beautiful—structures to be found in a ring fence in all the world. The word "necessity" should not be used at all in considering the question of their retention. As well might one suggest that there were a superabundance of examples of works by Turner in the National Gallery and that there were no need for the retention of any over a given number.

The men pleaded not guilty. The boatswain said that he ordered all defendants to turn to on the morning of 27th. They refused. They gave no explanation but simply refused.

Captain Taylor discharged the second and seventh defendants, while the others were given a week's hard labour or until the ship sails, gaol charges to be paid from the wages due.

Slovaks are not to be under-rated. The 4th and 5th Regiments of the force have each a "Soccer" team well trained and capable of giving a hard time to any organised local body. If the arrangements undertaken by Mr. W. M. Routh, Mr. McPherson (the Secretary of the Y. M. C. A.) and other well-intentioned persons are carried through without a hitch, these two teams will compete for Soccer honours with the Wiltshires and South China Athletic Association respectively in games on Saturday. Two Americans (Messrs. Jack Catron and Filipi) are with these two Czecho-Slovak Regiments and their labours in the coaching of the teams will be evident in the matches.

A fine baseball team is that of the crew of the Amerika. It has suffered but one defeat since its inception, and will test its strength in a match on Saturday with a team composed of local American residents. The following is the programme of events for Saturday—

2 p.m.—Baseball Match between U. S. T. Amerika and Hongkong Americans at Happy Valley.

2.30 p.m.—Soccer match between 4th Czecho-Slovak Regiment and a Wiltshire regimental team on the Wills' ground at Causeway Bay.

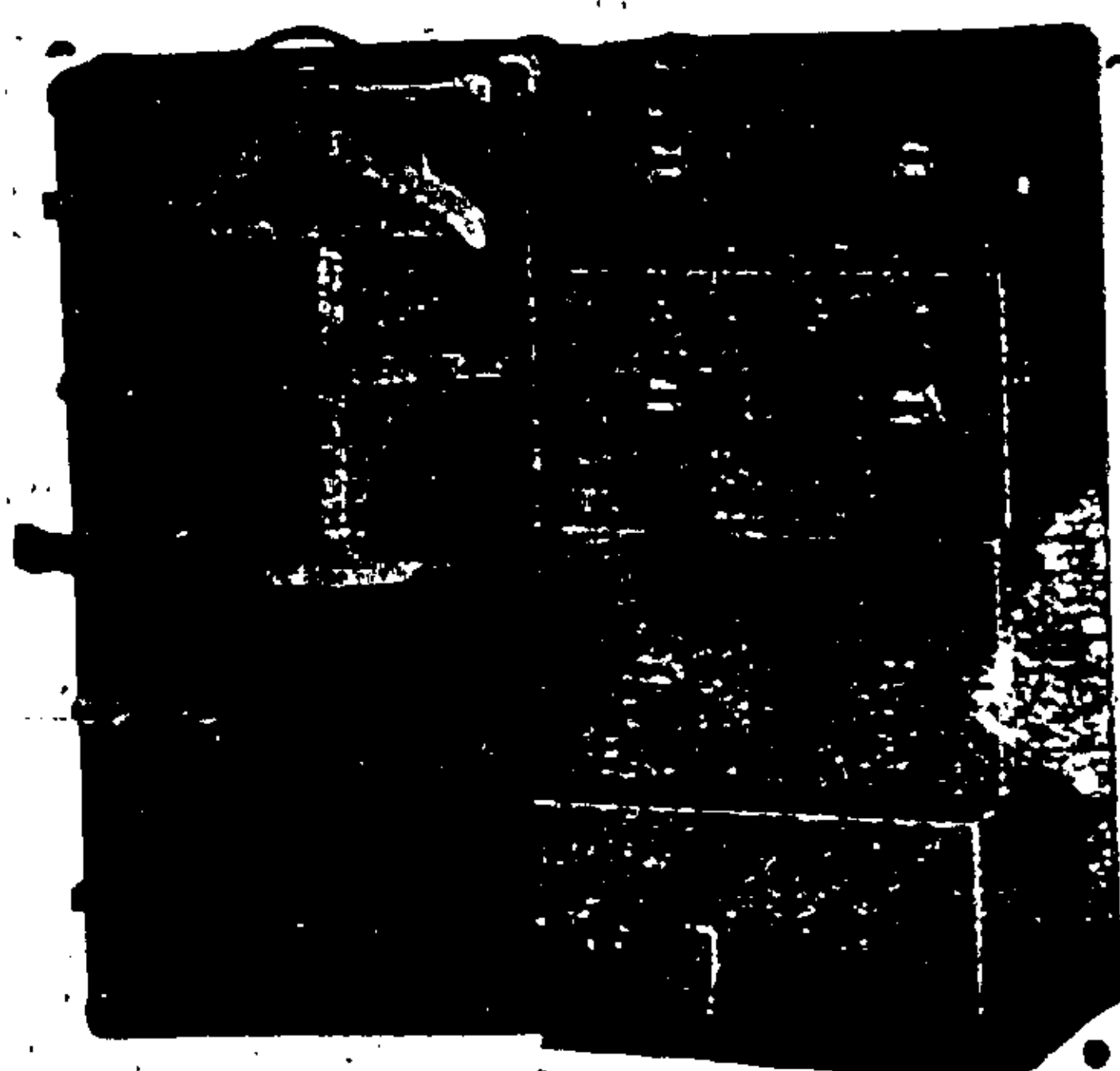
4 p.m.—Soccer Match on Hongkong Football Ground, 5th Czecho-Slovak Regiment v. South China Athletics.

Two Czech Bands of 50 pieces each will play at these matches, and an enjoyable time is assured music lovers. The Officers of the Force will also be present. Launches for conveyance of the troops ashore, as well as back to the ship, are being supplied free of cost by the Standard Oil with the local troops and residents through the medium of the sports. As opponents in the football field these Czecho-

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"ALL AT SEA"
"ALL AT SEA"

THE BEST SHOW IN HONGKONG TO-NIGHT.
SUPERPRODUCTION PRICES.

USE OF VERANDAHS.

QUESTION OF OBSTRUCTION

At the Police Court to-day, the summons taken out by the P.W.D. against the Sun Company for obstruction was concluded, when defendants were fined a nominal sum of \$10.

The case was interesting as furnishing a point for argument by Mr. E. Davidson as to the exact definition of the word obstruction. In this case the obstruction was caused by the depositing of goods in the verandahs of the Sun Company's store, and the ground on which the prosecution proceeded was that these verandahs are in

the nature of a rent-free concession on the part of the Building Authorities and that objects placed on them which might lead to the exclusion of light or air or act as obstacles in the event of escape from a fire are brought within the meaning of obstruction.

His Worship (Mr. Smith) was satisfied that an obstruction was committed, notwithstanding Mr. Davidson's argument that a conviction in the case would let the P.W.D. in for a regular campaign throughout the length and breadth of the Colony, the reason being that obstructions of that character are general in Chinese dwelling.

THEATRICALS.

A CHAT WITH MR. DENNISTON.

The first theatrical touring Company to be registered in Hongkong is the Denniston Players, Limited. In a conversation with Mr. Reynolds Denniston yesterday, he told us that although registered in Hongkong under the Hongkong Ordinance, the Directors were all Shanghai merchants. The Company is going from here to Singapore, India, and probably on to Egypt, and then work its way back to the United States via Yokohama, Hongkong, Shanghai and other Far Eastern ports. Mr. Denniston said he engaged Miss Warda Howard, Mr. Leo Kennedy and eight other members of the Company in New York. Mr. Wykeham and Miss Preston journeyed from Australia to join the organisation and the remaining members of the Company joined in San Francisco. Continuing, he said: "The results of my Far Eastern tour have been very gratifying to me, and where we have played we have received warm receptions. We have already broken a number of records in houses."

"I have had to raise prices everywhere. It is a question of greed on my part, but surely a question of necessity. On the old basis of \$1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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SAILINGS
FONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (*Moj) Kobe & Yokohama)

STEAMERS	HONGKONG	VANCOUVER
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 25	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

*Passage Fare Hongkong to United Kingdom

Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 25	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

*Passage Fare Hongkong to United Kingdom

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S.S. "WEST KASSON" Thursday April 29th, for Baltimore, via Suez and usual ports of call.

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Steamers	Tons	Leave Hongkong
KOREA MARU	3,200	3rd May
YOKO MARU	3,200	17th May
SIBERIA MARU	3,200	17th June, from Yokohama
SHANTO MARU	3,200	17th June
PERIA MARU	3,200	3rd July

*Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, GALAPAGOS, BALBOA, CALLAO, ARICA AND IQUIQUE.

SERVICE BY TRANS ANDREAN ROUTE TO BUENOS AIRES.

Steamers: Tons: Leave Hongkong:

SHANTO MARU 17,300 7th May

YOKO MARU 17,300 17th May

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VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd. May 15th. May 23rd.

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"ELKHORN" 7th May.

"WEST HINROD" 15th May.

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DOLLAR LINE.

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FOR VANCOUVER.

"M. S. DOLLAR" ... MAY 19TH.

NEW YORK VIA PANAMA.

STEAMERS SAILING DATE

"BESSIE DOLLAR" ... MAY 26TH.

"GRACE DOLLAR" ... JULY 15TH.

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Movements subject to change without notice.

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STEAMERS.

SAILING DATE

"WEST CADRON" ... APRIL 29TH.

"WEST HEPBURN" ... MAY 7TH.

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SAILING DATES.

EUROPE, USA, ETC.

Tampa M.	N. Y. K.	Apr. 30
West Hartland	A. L.	May 1
St. Albans	P. & O.	May 2
Brave Coeur	S. & D.	May 2
Coaxet	A. L.	May 2
Suwa M.	O. S. K.	May 2
Toyohashi M.	N. Y. K.	May 2
Kunijiri M.	O. S. K.	May 2
Cadaretta	P. D. Co.	May 2
Korea M.	T. K. K.	May 3
Edmore	A. L.	May 3
Havana M.	O. S. K.	May 4
Wakasa M.	N. Y. K.	May 5
Tsuyama M.	N. Y. K.	May 5
Elkhorn	S. & D.	May 5
E. of Russia	C. P. O. S.	May 6
Delight	F. W. Co.	May 6
Saiyo M.	T. K. K.	May 7
West Inskip	P. M. Co.	May 7
Dryden	A. L.	May 10
Radnor	A. L.	May 10
Siam M.	O. S. K.	May 11
Nora	P. & O.	May 12
C. of Colombo	B. L.	May 13
Mishima M.	N. Y. K.	May 14
Mutira	P. & O.	May 14
Nile	C. M. Co.	May 15
Waban	A. L.	May 15
Himrod	S. & D.	May 15
Luxon	O. S. K.	May 15
Bolton Castle	D. & Co.	May 15
Sannki M.	N. Y. K.	May 15
Persian P.	S. T. Co. 2nd half	May 15
Aki M.	N. Y. K.	May 19
M. S. Dollar	R. D. Co.	May 19
Eastern	P. & O.	May 19
Kasembe	B. L.	May 20
Africa M.	O. S. K.	May 20
China	C. M. Co.	May 23
Taiyuan	B. & S.	May 24
Iconium	A. L.	May 25
Eurymachus	B. L.	May 25
Bessie D.	R. D. Co.	May 26
E. of Japan	C. P. O. S.	May 26
Panama M.	O. S. K.	May 26
Toyooka M.	N. Y. K.	May 26
Tenyo M.	T. K. K.	May 27
Howick Hall	A. L.	May 27

JAPAN, COAST PORTS, ETC.

Haiching	D. L. Co.	Apr. 30
Tensho M.	N. Y. K.	Apr. 30
Nikko M.	N. Y. K.	Apr. 30
Loongsang	J. M. Co.	Apr. 30
Eastern	P. & O.	Apr. 30
Yingchow	B. & S.	May 1
Kueichow	B. & S.	May 1
Hinsang	J. M. Co.	May 1
Yatofu M.	N. Y. K.	May 1
Hangsang	J. M. Co.	May 1
Dunera	P. & O.	May 1
Shisen M.	O. S. K.	May 1
Cheongshing J. M. Co.		May 2
Kaifong	B. & S.	May 2
Loksang	J. M. Co.	May 2
Kaio M.	O. S. K.	May 2
Tjihiwong	J. C. J. L.	May 3
Tippas	J. C. J. L.	May 3
Hailoong	D. L. Co.	May 4
Totomi M.	N. Y. K.	May 4
Yamagata M.	N. Y. K.	May 4
Taming	B. & S.	May 4
Ichang	B. & S.	May 4
Taksang	J. M. Co.	May 5
Sunning	B. & S.	May 5
Toyo M.	N. Y. K.	May 6
Sosho M.	O. S. K.	May 6
Chunshan	J. M. Co.	May 6
Yatshing	J. M. Co.	May 7
Haihong	D. L. Co.	May 7
Chenan	B. & S.	May 8
Tjileboet	J. C. J. L.	May 8
Laisang	J. M. Co.	May 10
Tenshin M.	N. Y. K.	May 10
Tatsuno M.	N. Y. K.	May 11
Tjialak	J. C. J. L.	May 19
Tango M.	N. Y. K.	May 25

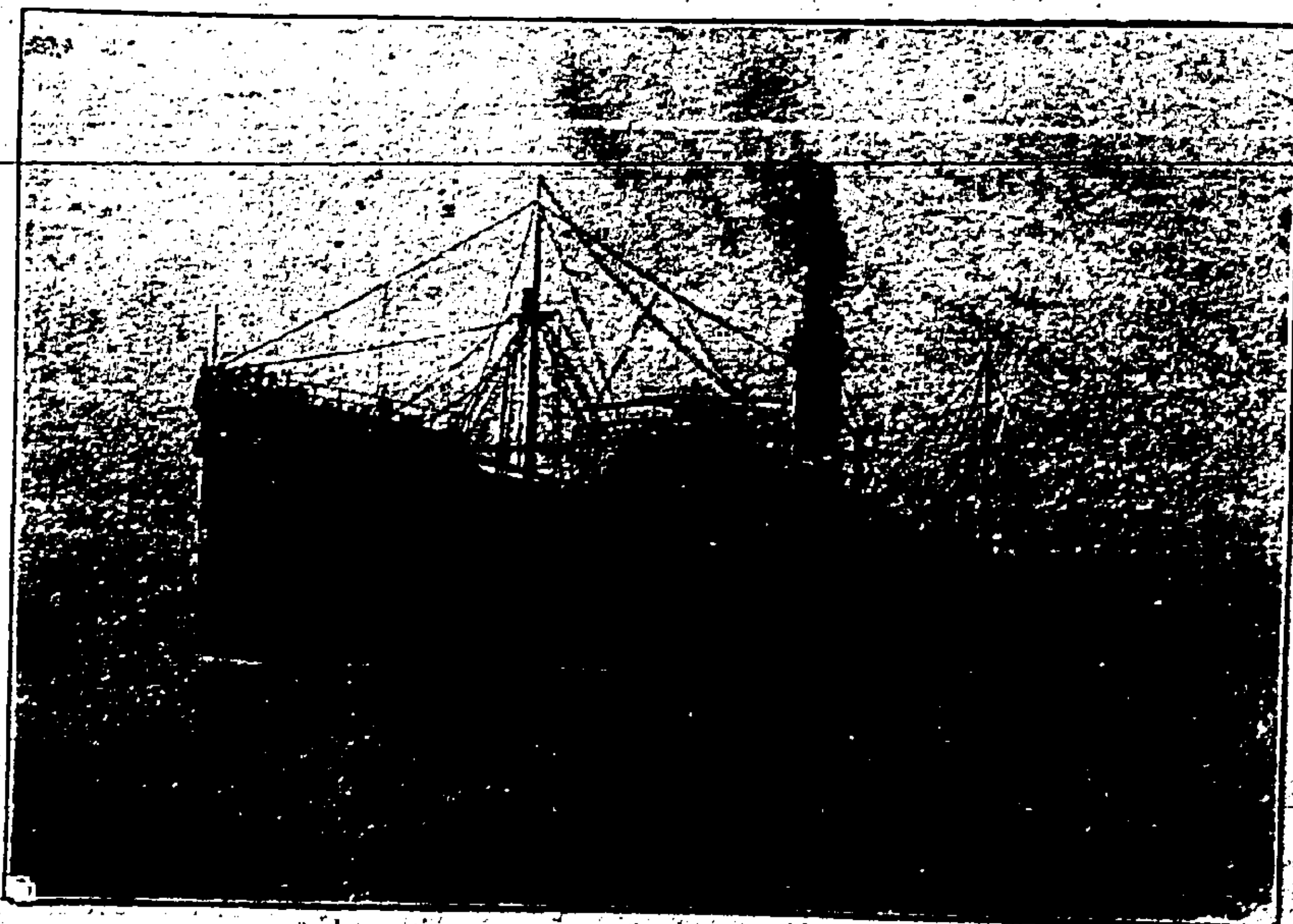
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition. Engineering, First and Second Editions; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Maste Electricians



S.S. "WAR BOM" ER. 6,240 tons D.W.; 5,195 tons gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

PACIFIC SHIPPING.

PACIFIC SHIPPING.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

SAILINGS

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NORE	6,700	13th May	M'las, L'don & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

MUTTRA	4,700	14th May	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	2nd May	Sydney via Manila, S'kan.
EASTERN	4,000	11 a.m.	Thursday Island, Cairns, Townsville & Brisbane.

SAILINGS TO SHANGHAI & JAPAN.

EASTERN	4,000	1st May, d'light.	Moji and Kobe.
DUNERA	5,400	1st May, 11 a.m.	Shanghai.

WIRELESS ON ALL STEAMERS.

Parcels forwarding not more than 5 lbs. X 11 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central. Agents.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU ... Sunday, 2nd May, at 11 a.m.

TOYOHASHI MARU (Calling Manila) Wed. 5th May, at 11 a.m.

KASHIMA MARU (Calling Manila) Sat. 22nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

TAMBA MARU ... Friday, 30th Apr. at noon.

MISHIMA MARU ... Friday, 14th May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez Port Said.

TOYOOKA MARU ... Wednesday, 25th May.

LIVERPOOL & MARSEILLE via S'pore, C'bo, Suez & Port Said.

WAKASA MARU (Calling Genoa) Wednesday, 5th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 30th Apr. at 11 a.m.

AKI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TSUYAMA MARU ... Wednesday, 5th May.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KIMI MARU (Omitting Colombo) Wednesday, 28th April.

TENSIN MARU ... Monday, 10th May.

CALCUTTA & RANGOON via Singapore & Penang.

YAMAGATA MARU ... Tuesday, 4th May.

TATSUNO MARU ... Tuesday, 11th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 25th May, at 11 a.m.

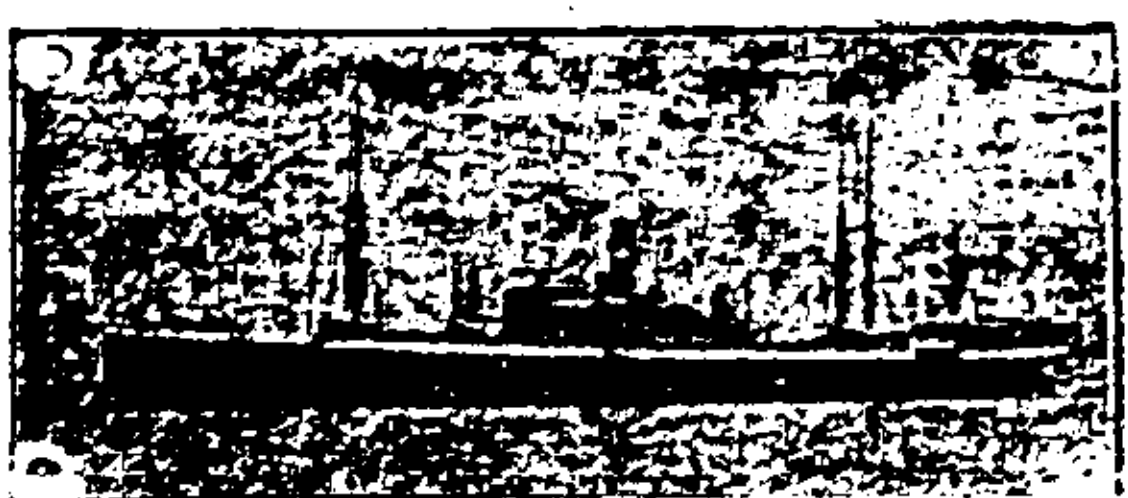
SHANGHAI, KOBE & YOKOHAMA.

TENSHO MARU ... Friday, 30th April.

YETOROFU MARU ... Saturday, 1st May.

TOTOMI MARU ... Tuesday, 4th May.

TOYO MARU ... Thursday, 6th May.

For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.**JAVA-CHINA-JAPAN LIJN.**Regular fortnightly service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjipahas	Java	in port	4th May	Java.
Tjilini	Makassar	in port	15th May	Moji.
Tjilwong	Java	1st May	7th May	Amoy, S'hai.
Tjileboel	Java	4th May	8th May	Japan.
Tjilalak	Japan	15th May	21st May	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
York Buildings.
Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAYAMA MARU" ... Tuesday, 4th May.

"HAYRE MARU" ... Tuesday, 8th June.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"PANAMA MARU" ... Friday, 28th May.

"SEATTLE MARU" ... Middle of July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SIAM MARU" ... Tuesday, 11th May.

"LUZON MARU" ... Saturday, 15th May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Monday, 7th June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Saturday, 1st May.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" (Call Shanghai) Saturday, 22nd May.

"CHICAGO MARU" ... Saturday, 5th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KALIO MARU" ... Sunday, 3rd May.

"AKAO via SWATOW & AMOY." ... Thursday, 6th May.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	19th May	24th May

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON & ROTTERDAM "KAZEMBE" 20th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.
General Agents.**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

FOR SHANGHAI & JAPAN.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.
(SOUTH SEA MAIL S.S. CO.)Regular services between
JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "RIOJUN MARU"

Sailing on or about 13th May.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apex Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
SHANGHAI	Hangsang	Sat., 1st May at d'light.
SANDAKAN	Hinsang	Sat., 1st May at noon.
TIENTSIN	Cheongshing	Sun., 2nd May at d'light.
SHANGHAI	Loksang	Sun., 2nd May at d'light.
HAIPHONG via Hoihow Takang		Wed., 5th May at 8 a.m.
SANDAKAN	Chuangang	Thur., 6th May at noon.
STRAITS & Calcutta	Yatshing	Fri., 7th May at 3 p.m.
KOBE	Lalsang	Mon., 10th May at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore, sailing from Calcutta steamers proceed via Straits and Hongkong to Japan, thence to all Northern and Southern Ports via Shanghai.

US steamer have constant passenger accommodation, are fitted with Electric Light and have a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, thence to all Northern and Southern Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly of passengers and cargo, sailing at Haiphong via Canton and Shanghai.

BOMBAY LINE—One sailing per week between Hongkong and Sandakan by a new steamer, leaving on 2nd May at 10 a.m.

Canton Line—A regular service is run from March to November between Hongkong and Canton, sailing at Canton and Shanghai.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, sailing at Canton and Shanghai.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on 7th May, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Yingchow	1st May at 4 p.m.
W'WEI, C'FOO & TIENSIN	Kueichow	2nd May at d'light.
PAKHOI & HAIPHONG	Kailong	2nd May at 9 a.m.
SWATOW & BANGKOK	Chusan	4th May at 10 a.m.
AMOY, SHAI & PUKOK	Ichang	4th May at 4 p.m.
MANILA, CEBU & ILOILO	Taming	4th May at 4 p.m.
SHANGHAI	Sunning	6th May at noon.
SHANGHAI & TSINGTAO	Chenan	8th May at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO—Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at W'wee.

BANGKOK LINE—Weekly service to and from Bangkok via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong April, 30, 1920.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	A. H. Stewart	FRI., 30th Apr. at 2 p.m.
Hailong	Ed. Walker	TUES., 4th May at 2 p.m.
Hailong	W. C. Passmore	FRI., 7th May at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.**PACIFIC SHIPPING.****NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Canadian Mail S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via	Sailing
"CITY OF COLOMBO"	via Suez	13th May.
"EURYMACHUS"	via Panama	25th May.
"HOWICK HALL"	via Suez	27th May.
"TELEMACHUS"	via Panama	10th June.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.**HONGKONG & CANTON REISS & CO. CANTON.****MOVEMENTS OF STEAMERS.**

The N. Y. K. s.s. INABA M. (European Line.) left London for this port via Suez on the 9th April, and is expected here on the 19th May.

The N. Y. K. s.s. TSUSHIMA M. (Liverpool Line.) left Liverpool for this port via Suez, on the 10th April, and is expected here on the 22nd May.

The N. Y. K. s.s. TOTOMI M. (Bombay Line.) left Bombay for this port direct on the 13th April, and is expected here on the 3rd May.

The Dollar Line Company's s.s. M. S. DOLLAR (Vancouver Run) left Vancouver, on March 27th, and is due in Hongkong May 2nd.

The N. Y. K. s.s. TOYO M. No. 2 (Calcutta Line.) left Calcutta for this port via Rangoon and Singapore on the 15th April, and is expected here on the 5th May.

The N. Y. K. s.s. TOYOHASHI M. (American Line.) left Kobe for this port via Moji and Shanghai, on the 21st April, and is expected here on the 30th April.

The N. Y. K. s.s. YETOROFU M. (Calcutta Line.) left Singapore for this port on the 23rd April, and is expected here on the 30th April.

The N. Y. K. s.s. FUKKAI M. (Bombay Line.) left Bombay for this port direct on the 20th April, and is expected here on the 7th May.

The s.s. METHVEN arrived at Yokohama on 23rd April, left there 24th April, and is due at Vancouver on 15th May.

The P. & O. s.s. DUNERA left Singapore for this Port on 25th instant at 10.30 a.m. and is due here on the 30th instant at about 4 p.m.

The Dollar Line Company's s.s. M. S. DOLLAR (Coast Service) left Shanghai on April 27th, and is due in Hongkong May 2nd.

The Robert Dollar Company's U.S.S.B. s.s. LAKE ANUWA (Coast Service) left Singapore on April 24th, and is due in Hongkong May 2nd.

The P. & O. s.s. ST. ALBANS left Moji for this Port on the 26th instant at 4 p.m., and is due here on the 30th instant at about noon.

The N. Y. K. s.s. YAMAGATA M. (Calcutta Line.) left Kobe for this port via Moji on the 26th April, and is expected here on the 3rd May.

The N. Y. K. s.s. AWA M. (Liverpool Line.) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 4th June.

The Ban Line s.s. BENDORAM from Middlesbro, London and Straits, left Singapore, for this port on 28th inst. and may be expected to arrive here on 4th May.

The N. Y. K. s.s. KAMO M. (European Line.) left London for this port via Suez on the 24th April, and is expected here on the 2nd May.

The N. Y. K. s.s. ISUYAMA MARU (New York Line) left Yokohama for this port via Direct on the 28th April, and is expected here on the 4th May.

The N. Y. K. s.s. TOYO M. No. 2 (Calcutta Line.) left Singapore for this port on the 28th April, and is expected here on the 5th May.

The T. K. K. s.s. PERSIA M. arrived at Yokohama on the 26th instant and sailed for Honolulu and San Francisco on the 29th instant.

The T. K. K. s.s. SEIYO M. sailed from Moji on the 27th instant and is due at this port on May 2nd, at daylight.

The R. M. S. EMPRESS OF RUSSIA arrived at Manila on 25th April, leaves there 30th April, and is due at Hongkong on Sunday 2nd May, daylight.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Horowitz, Hotel Carlton, from Shanghai.

1184, from Shanghai.

Kiechikimoto, s.s. Mishima Maru, (2) from Osaka.

Chingban, Kiamcheong, from Amoy.

Bankline, from Chafco.

Teckhap, from Amoy.

Mr. Lin Hsueh Hung, c/o Tatung (Great Eastern Hotel), from Peking.

TO-DAY'S PICTURES.



KING AND QUEEN IN STATE ROBES.

This photograph of their Majesties King George and Queen Mary was taken on the reassembling of Parliament.

LORD KILMARNOCK.
BRITISH AMBASSADOR TO GERMANY.

Lord Kilmarnoch, British Ambassador to Germany, who was Secretary of the British Embassy in Tokyo from 1912 until recalled prior to his appointment to Germany.



"REDS" PLAYING CARDS.

A friendly game of cards is a favourite pastime with the Red Guards in Siberia. The above picture was taken while some of the soldiers were waiting for action.



DUCHESS OF MARLBOROUGH.

who is mentioned as a likely aspirant to Parliamentary honours.



LEAGUE OF NATIONS MEETING.

The above picture was snapped during the first League of Nations conference at St. James' Palace, London. Left to right: M. Matsui (Japan); Mr. Balfour (England); M. Bourgeois (France); Sir Eric Drummond, secretary of the League; M. Ferraris (Italy) and M. Quinones de Leon (Spain).

DR. STHAMER
GERMAN AMBASSADOR TO ENGLAND.

Dr. Sthamer, former Mayor of Hamburg, who resigned to become first German Ambassador to England since the war.

DOINGS OF THE DUFFS

A Meeting of the New Stockholders.

BY ALLMAN



